

Construction Being Advanced,
and Building of Depots to
Begin—Good Crops.

BIG STONE GAP, VA., June 26. The Home Building Corporation has let the general contract, aside from the foundation, which was awarded to Charles Johnson, of this place, and which is now nearing completion, for the erection of its \$40,000 three-story brick hotel building, on the corner of Wood Avenue and East Fifth Street, to D. J. Phipps, of Newport News. When completed this will be one of the best and most thoroughly equipped hotels in Southwest Virginia. The structure

Come to our store for information. It will mean much to you.
H. GRIMMELL'S SONS, Agents, 304 E. Broad Street

Mrs. Imogene Brown will erect a two-story brick building on East Fifth Street, on the side of her building. The building was destroyed by the fire last January. The building will be 25x50 feet, the first floor to be used as a store room and the second for offices.

Dr. J. W. Kelly and C. S. Carter have purchased the lot on Wood Avenue, formerly occupied by the express and telegraph office at the time of the fire, adjoining the lots upon which the Home Building Corporation is erecting a \$40,000 hotel and restaurant. They have purchased the building, 25x50 feet. The first floor will be used as a store room, and the second will be fitted up for offices. With the first floor of this building and the hotel store room, will constitute the lots that were occupied by Kelly's drug store and the store of J. M. Willis & Co., the entire Wood Avenue portion of the block. The new buildings have been built up with substantial and imposing buildings.

NORTH CAROLINA.

Greensboro—\$25,000 furniture factory.
Charlotte—\$5,000 manufacturing company.
Waynesville—\$150,000 flume company.
VIRGINIA.
La Crosse—\$10,000 development company.
Appalachia—\$10,000 hardware company.
Charlottesville—\$25,000 land company.
Suffolk—\$75,000 land company.
Richmond—Brewery.
Hendron—\$100,000 manufacturing company.
Norfolk—\$25,000 warehouse company.
WEST VIRGINIA.
Parkersburg—\$5,000 investment company.
—\$50,000 hardware supply company.
Harrisville—\$60,000 oil and gas company.
—\$10,000 telephone company.
New Cumberland—\$35,000 porcelain manufacturing company.
Pollansbee—\$10,000 oil company.
Charleston—\$150,000 machine works.

Necessary capital and the necessary practical, as well as business, talent. "Iron ore is, of course, the foundation of the steel and iron producing interests of the country. The great sources of supply—Lake Superior, the South and Cuba. These are supplemented to a considerable extent by the Cornwell deposits in Pennsylvania and the magnetic deposits of Northern New York and New Jersey, and a large amount of iron ore is treated and ore now used in the mixtures of all the Eastern furnaces."

South's Coal Supply.

Another important element in the iron and steel industry is, of course, coal. In exposition of the progress made during the past ten years in Southern mining, the Manufacturers' Record says:

In 1907 the South mined 24,729,835 short tons of bituminous coal, nearly 2,000,000 tons more than the total output of coal in the country in 1857. In 1907 the South mined more than the whole bituminous output of the country in 1857. The 1907 production of coal in the South was 100 per cent of the total ten years previously is shown in the follow-

with the digits to prove this to my satisfaction, but it will take up too much space to reproduce them; what I am figuring on is an answer to the question. Where are the people who carry on this business going to live?

The Jersey shore is near by, and there was a time when it was thought that if them would find homes on

The municipal subway system, \$175,000,000; electrification and new terminals of the Long Island Railway, \$60,000,000; electrification and new terminals of the New York Central Railroad, \$50,000,000; electrification and new terminals of the Pennsylvania Railroad,

Admirable Service.

With four bridges with capacity for twenty-four tracks, and four tunnels with eight tracks tapping the congested centres of Manhattan, it is plain that Long Island will draw largely from the overflow population.

While the south shore and Jamaica

Fortunately for real estate investors of to-day, the development of Queen and adjacent territory was retarded by what was long considered an almost impassable barrier—the East

	Bridges and Tunnels.	Carrying capacity.
		Tracks. per hour.
Manhattan Bridge to Brooklyn	8	82.6
Williamsburg Bridge to Manhattan	8	82.6

when all other investments were being shaken to their very foundations. Long Island really proved the soundness of the kind of investment, that is, those who had exercised ordinary judgment in their selections, with an eye to the transportation facilities, etc., and who had been wise enough to guard against a premature day of reckoning.

(Continued From First Page.)

precincts of the five boroughs of Great-
er New York."

Speaking of the density of the pop-
ulation, my well posted friend said
it was all nonsense to talk about the
thickness of things in London as com-

I could hardly believe in the accuracy of these figures until I had taken an automobile ride through some of the more congested sections of the crowded city. I was then convinced. A ride on a walk or any other way

from New York and the reverse generally will be found to be true. Power have been built up near the stations and the man of small means to-day must go into a cheap section or locality at a more distant point from the railroad, with the probable expense of an extra trolley carfare each way.

PURE OIL

overworked New York, and how to steer through it. As long as I have any respect for my nervous system I would not like to undertake his job, although he performed it well.

Reduced to Mathematics.

Somewhat I got to figuring on the figures of my friend, and I found them

that offer opportunities for the man with small capital to make investments to-day that will be read of in future years with the same interest that accounts of the foundation of the Astor fortunes command.

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**PERSON
BACCO
FOR QUALITY**

CHATTANOOGA, TENN., June 20.—The more important new industries established in the South during the week ending to-day are shown in the follow-

SUMMER ACTIVITY

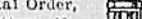
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old Md. Whiskey), 4 full qts. \$4.00
TYSON'S CLUB WHISKEY, 4 full qts. \$3.00
 Every drop of Tyson's Club Whiskey
 guaranteed to be pure and better than whi-
 key sold by other houses at \$4.00.

TYSON'S NORFOLK WHISKEY, 4 full quarts \$2.75

charges on anything less than a gallon. Remit Postal Order, Express Money Order or currency in Registered Letter. No personal checks accepted unless party is known to us.

ADDRESS



Hang Your Faith on
Our Carriages.

Ainslie Carriage Co.,
Salesroom and Factory,
Nos. 8, 10 and 12 S. Eighth St.
RICHMOND, VA.

Among the many transactions of the past week, the most of them were on the small order.

the sale of something like \$10,000 worth of property in various parts of the city, mostly on the small order. They say they have never known the demand to be greater for small houses and lots upon which to build houses on

for \$1,850; No. 416 West Clay Street, for \$1,850; No. 416 West Clay Street, for \$4,250; No. 220 South Belvidere Street, for \$2,850; West Leigh Street residence for \$900. This firm also sold several smaller houses and a few vacant lots. Taken altogether, the real estate sit-

the suburbs. Barton Heights, Brookland, Glinter Park, Highland Park and Northside Park, to say nothing of active Manchester, have all taken part in the real estate movement. In all of these suburbs lots were sold and

precincts of the five boroughs of Greater New York."

Speaking of the density of the population, my well posted friend said it was all nonsense to talk about the thickness of things in London as com-

From Upper Deck to Automobile.
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I would not believe that they could thus live if I had not seen them in the act. I shall, always think I was lucky to have taken in this view from

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Fortunately for real estate investors of to-day, the development of Queens and adjacent territory was retarded by what was long considered an almost impassable barrier—the East

Go in any direction by railroad line from New York and the reverse generally will be found to be true. Towns have been built up near the station and the man of small means to-day must go into a cheap section or leave

its infancy. Tunnels have become an ordinary feat in engineering, and because of the great area that Long Island offers in such close proximity to Manhattan business, shopping, amusement and hotel centres, tunnels will be multiplied as the

to-day that will be read of in future years with the same interest that accounts of the foundation of the Astor fortunes command.


	Tracks.	per hour.
Manhattan Bridge to		
Brooklyn	8	92.6
Williamsburg Bridge to		

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**PERSON
TOBACCO
FOR QUALITY**